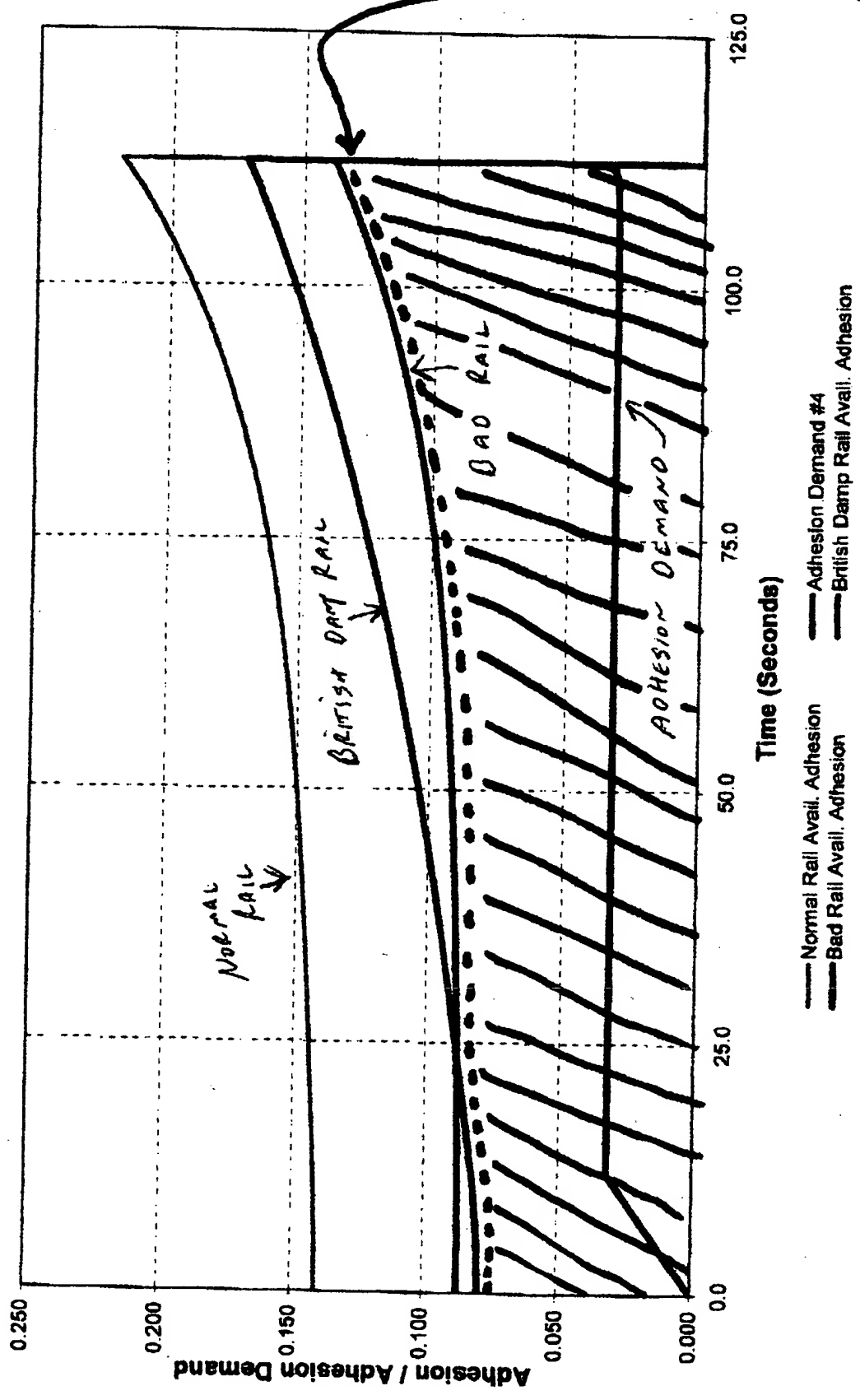


FIG ①

Chart #4 - US Full Service / 286K GRL / 13.0% NBR
Theoretical Single Car Stop / Level Grade



* SHORTEST STOP WITH OUT WHEEL SLIDE WOULD OCCUR BY TAKING FULL ADVANTAGE OF AREA UNDER ADHESION CURVES WITH YOUR ADHESION DEMAND!
 ↳ RETARDATION FORCE / CAR WEIGHT

Chart #1 - US Full Serv. / 52,260 Lt. Wt. / 38.0% NBR
Theoretical Single Car Stop / Level Grade

Fig 2

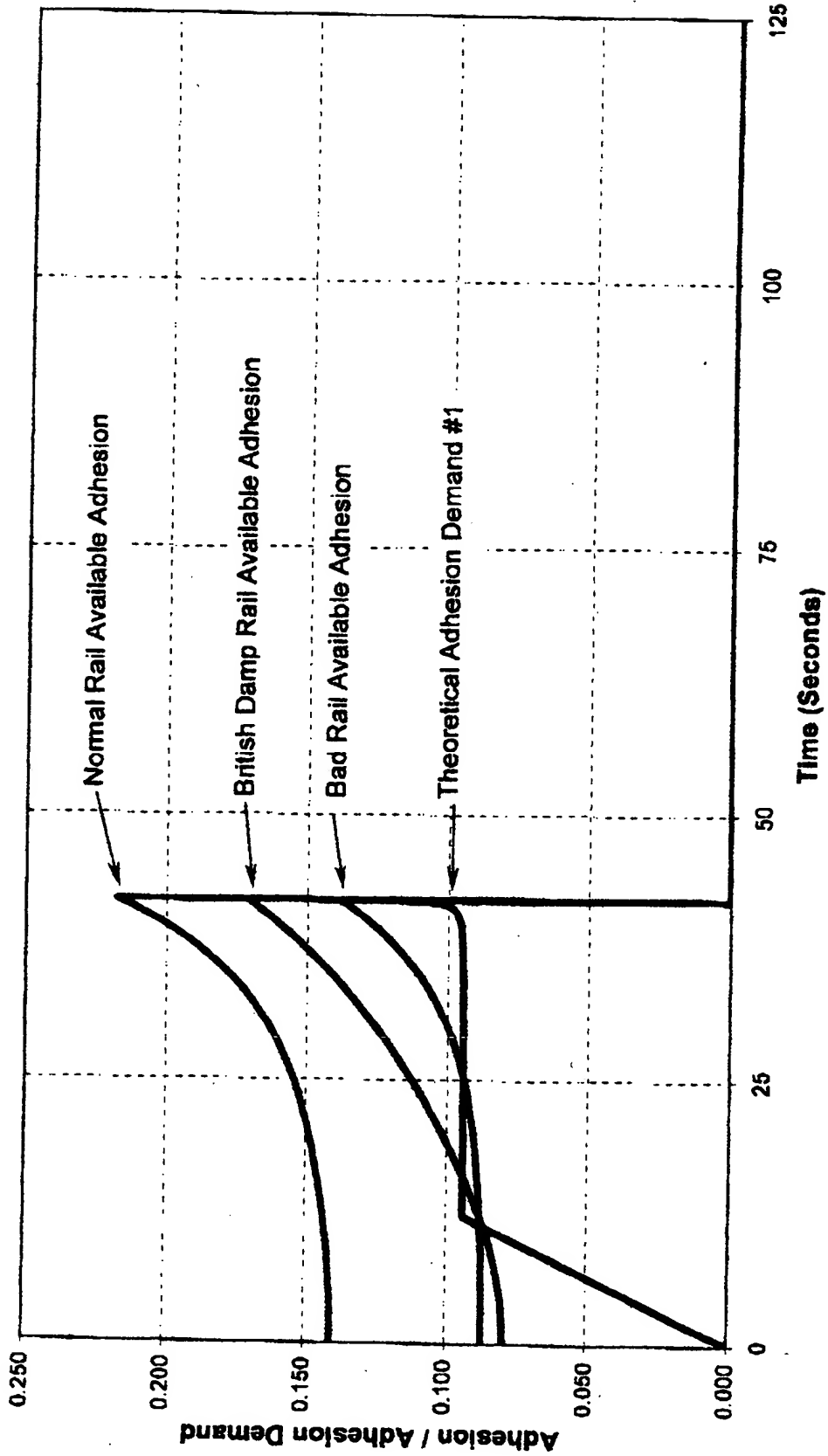
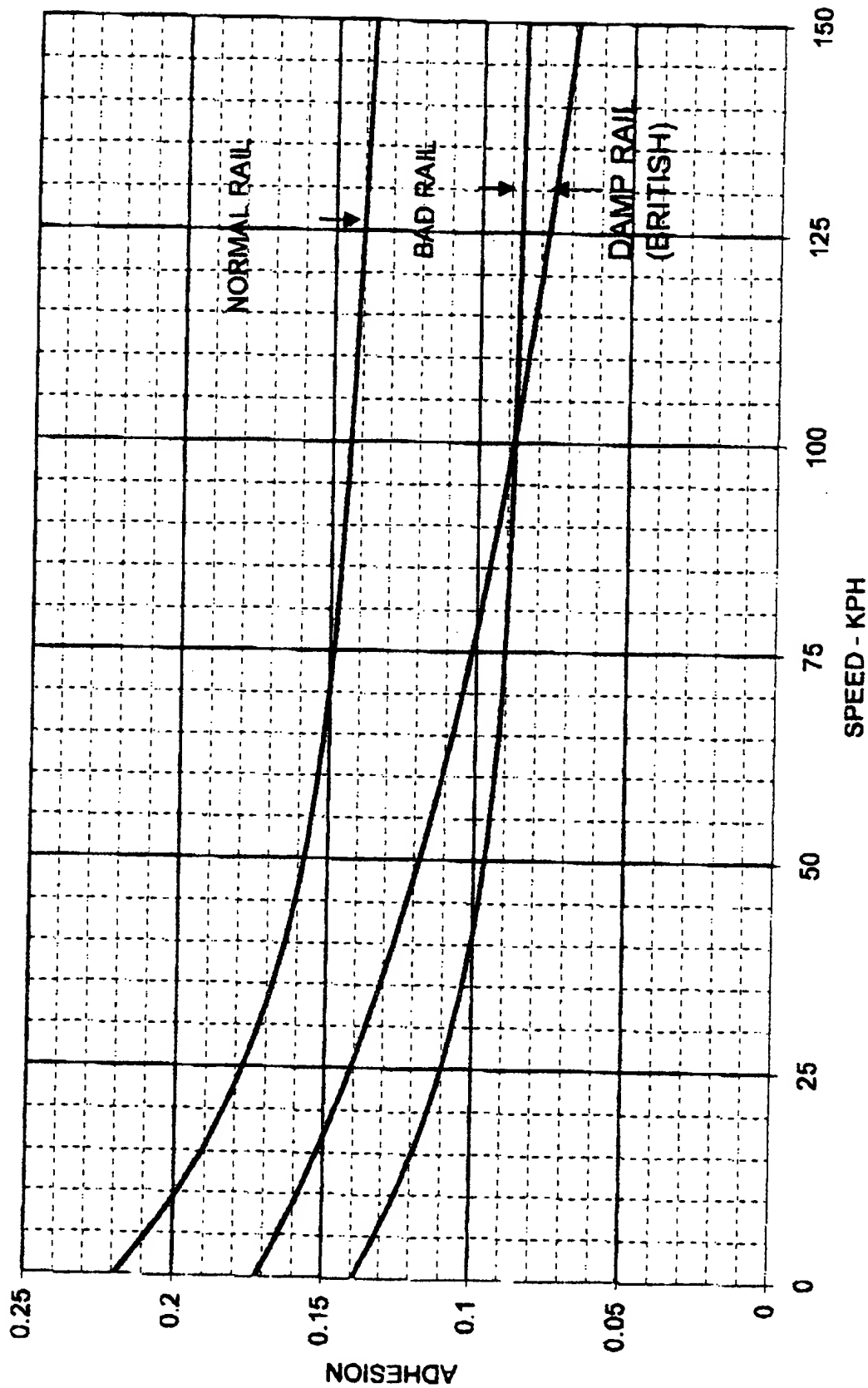


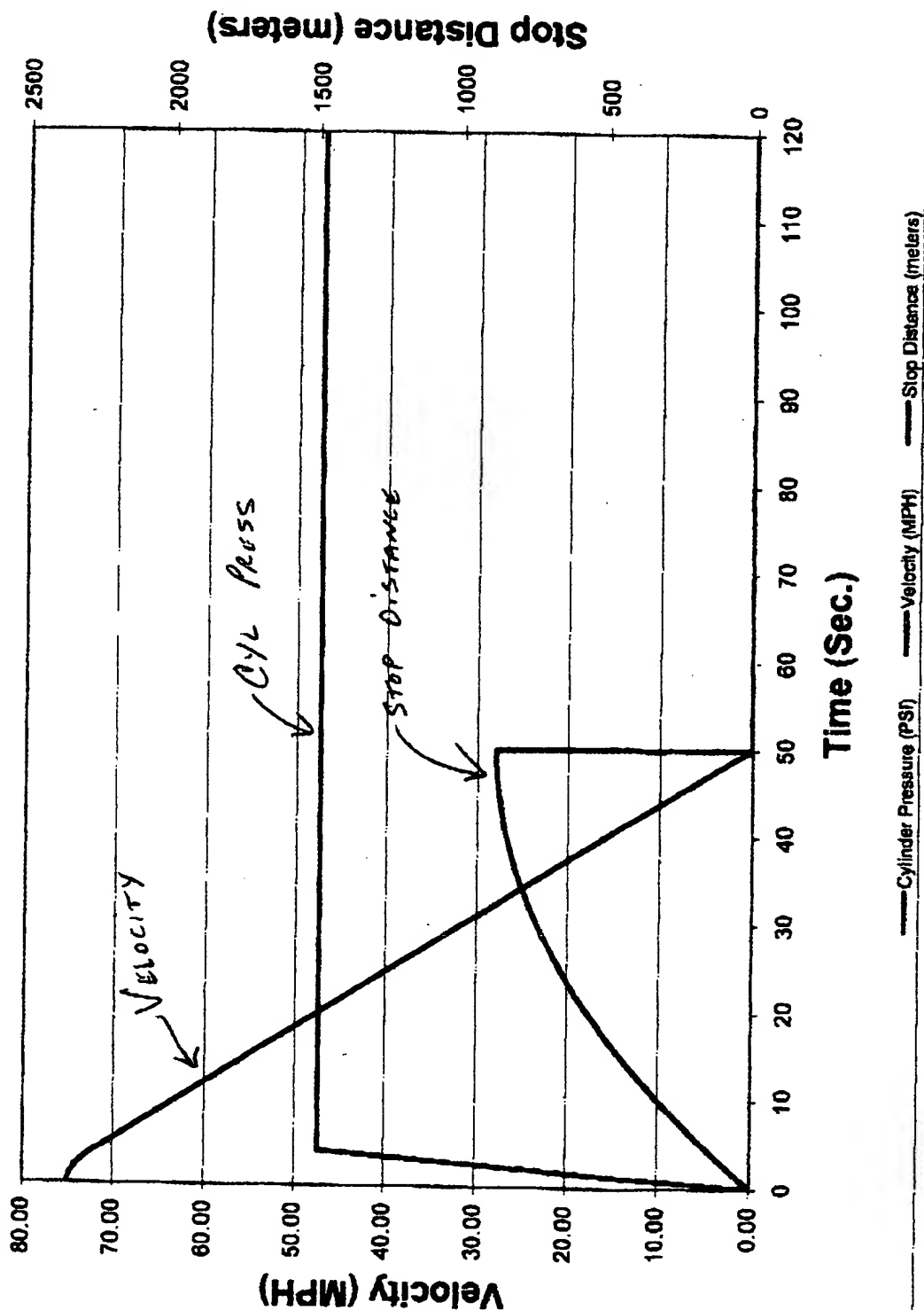
Fig 3

STANDARD ADHESION CURVES



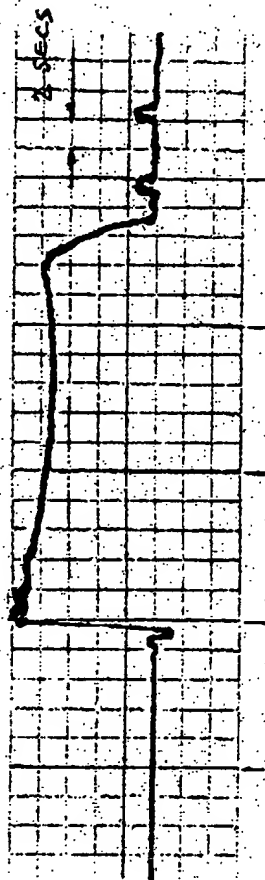
Braking Analysis

Fig. ④

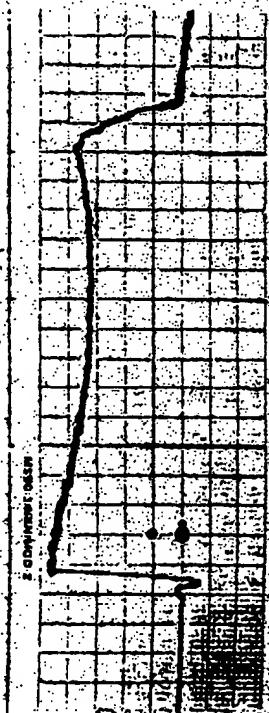


mcd

TEST 14
58.8 mile/h



TEST 12
65.5 miles/hr



TEST 10
72.9 milo/h



Deceleration

CONRA BRAKE BLOCK ACCEPTANCE RETARDATION TRACER RAIL BLOCK (LADEN 900)

Change in Decimals
Due to 1995
5006 F402

100' 900' 800' 700' 600' 500' 400' 300' 200' 100' 0' 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'
 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'

Chart #1 - US Full Service / 2500 Lb. WL / 25% NBR
 Theoretical Single Car Stop / Level Grade

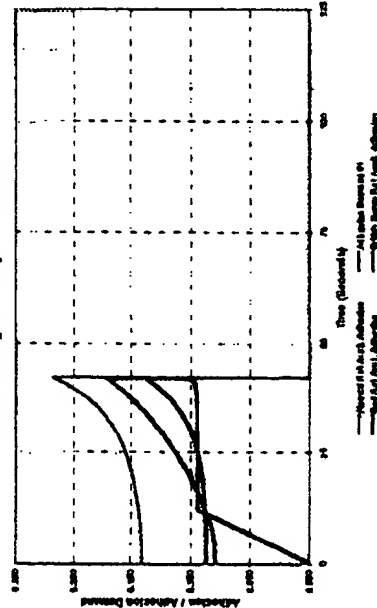


Chart #2 - US Emergency / 5250 Lb. WL / 45% NBR
 Theoretical Single Car Stop / Level Grade

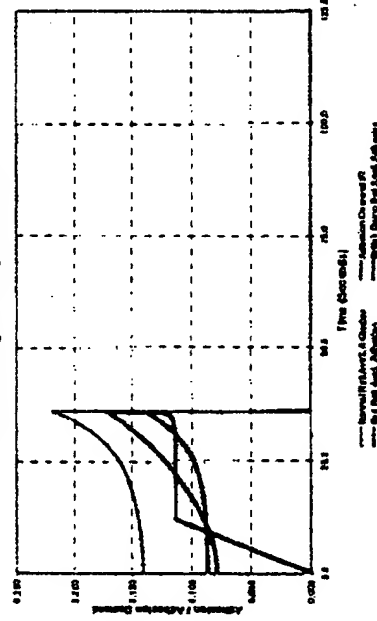


Chart #3 - US Emergency / 2500 Lb. WL / 45% NBR
 Theoretical Single Car Stop / Level Grade

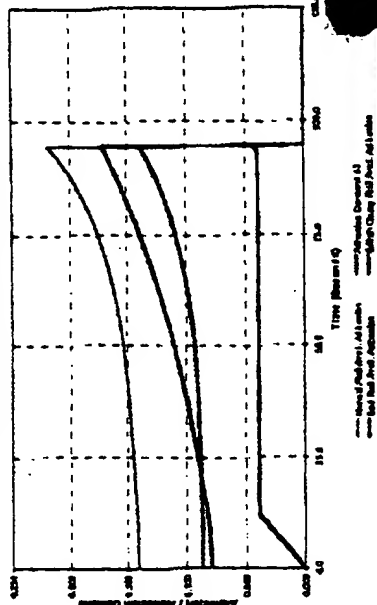


Chart #4 - US Full Service / 2500 Lb. WL / 13% NBR
 Theoretical Single Car Stop / Level Grade

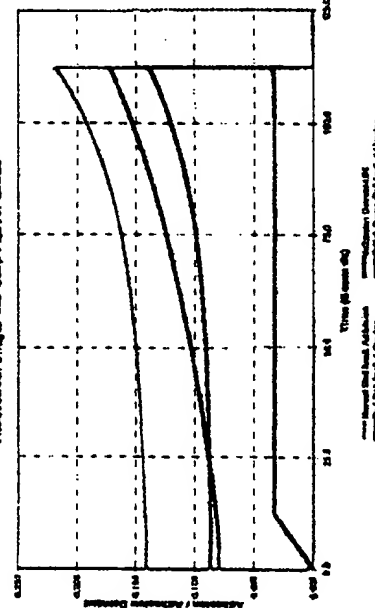


Chart #5 - UK Taxi / 8397 Lb. WL / 25% NBR
 Theoretical Single Car Stop / Level Grade

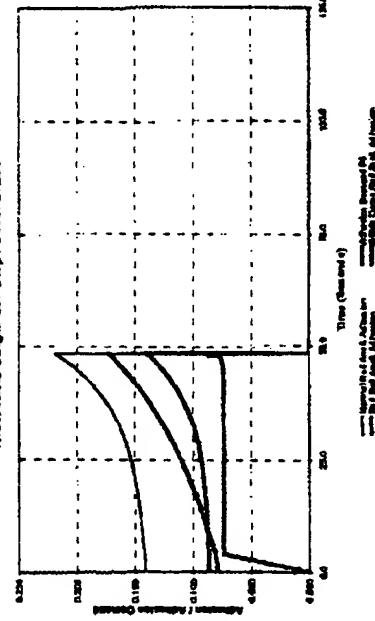


Chart #6 - UK 80 metric ton / 180.5K GRL / 25% NBR
 Theoretical Single Car Stop / Level Grade

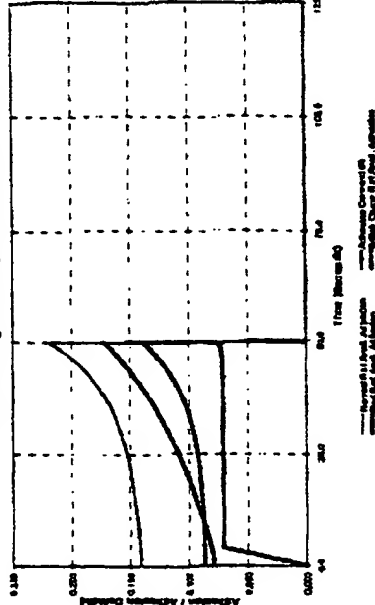
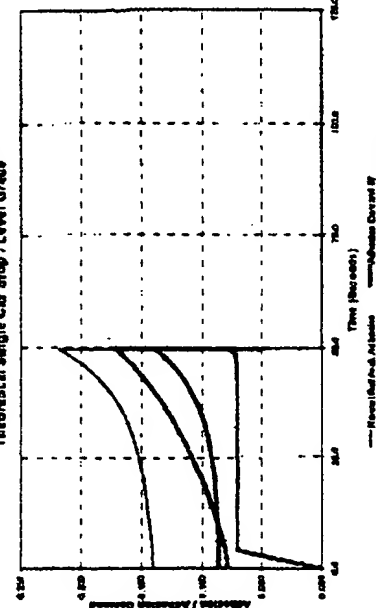


Chart #7 - UK 100 metric ton / 220K GRL 25% NBR
 Theoretical Single Car Stop / Level Grade



1. The data in this chart is based on the results of the tests conducted on the vehicle equipped with the emergency braking system.

Chart #8 - Single Car Stop Distances

